WAC 197-11-960 Environmental Checklist.

ENVIRONMENTAL CHECKLIST

Purpose of checklist:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for nonproject proposals:

Complete this checklist for nonproject proposals, even though questions may be answered "does not apply." IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D).

For nonproject actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.

A. BACKGROUND

1. Name of proposed project, if applicable:

   Point No Point Boat Launch

2. Name of applicant:

   WA Department of Fish & Wildlife (WDFW)

3. Address and phone number of applicant and contact person:

   Ms. Kristen Kuykendall

   600 Capital Way north

   Olympia, WA 98501-1091

4. Date checklist prepared:

   Revised April 2010 (original prepared November 2009)

5. Agency requesting checklist:

   WDFW

6. Proposed timing or schedule (including phasing, if applicable):

Upland construction is proposed to start in June 2011 and in-water construction is proposed between July and September 2011. Pending confirmation with WDFW, we understand the approved work window for the site is estimated to be from July 16 to October 14.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

No.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

- An eelgrass survey was conducted in January 2009 by HartCrowser determining the extent of the existing eelgrass bed adjacent to the site;
- A Wetland Assessment was prepared in Oct. 2006 by JD White (Berger/Abam) and there are no wetlands on the site that must be avoided or permitted for use ;
- The WA Department of Archaeology and Historic Preservation has reviewed the site and no structures have been deemed historically significant;
- A Biological Evaluation has been prepared by Pentec Environmental (November 2009) for submittal to the United States Army Corps of Engineers for Endangered Species Act (ESA) consultation with United States Fish & Wildlife Service (USFWS) and National Oceanic and Atmospheric Administration (NOAA) Fisheries;
- Two Geotechnical Reports have been prepared for the site; one in January 2004 by GeoEngineers and a supplemental report in 2008 by PND Engineers;
- A Stormwater Design Report is being prepared by PND Engineers;
- A Draft Coastal Assessment Report has been prepared by PND Engineers (June 2009);
- Archaeological Construction Monitoring Plan will be prepared prior to construction;
- Conservation Measures and Monitoring Plan (Appendix B of the Biological Evaluation) which contains:
    - Macrovegetation Monitoring Plan (eelgrass and macroalgae)
    - Forage Fish Spawning Mitigation and Monitoring Plan

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

None known.

10. List any government approvals or permits that will be needed for your proposal, if known.

- JARPA - includes Dept. of Ecology 401 Water Quality approval, USACE Section 404 and Section 10, WDFW Hydraulic Project Approval, and Kitsap County Shorelines review.
- Kitsap County Site Development Activity, Road Approach, Traffic Concurrency, Administrative Conditional use, Grading, Building and Demolition Permits.
- Kitsap County Shoreline Substantial Development and Shoreline Variance Permits.
- Kistap County Health Department Commercial Building Clearance Permit.
- Department of Ecology Construction Activity NPDES/NOI.
- ESA consultation through the USACE.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The site is approximately 3.47 acres and is currently used for recreation including RV parking, beach walking, and as an access point for recreational small craft boating (hand launch only). The site features several structures including seven small cabins that are no longer in use, one rental residence, a bathroom facility, and a large boat storage building. There is a steel-rail boat launch that, historically, was heavily used up through the 1990s but was closed in 2002 as it aged to the end of its functioning life. There are 19 RV hook-ups that provide electric, water and septic drainage areas that are typically used seasonally. The majority of the site has been cleared. The main driveway and other access to the cabins, RV parking, and beach access area are gravel with some sections of concrete near the house and boat storage building. A series of 3 informal discussion sessions with the community and interested parties in 2009 have provided information, feedback, and ideas for the redevelopment of this property, as well as an opportunity for the community to share its concerns and ask questions. The proposed project will consist of the following elements:

- Demolition and/or removal of the existing 300-foot (approx.) steel-rail boat launch, cross-bracing, small wood dock, and approx. 88 timber creosote piles and demolition of all upland structures, foundations, concrete slabs and removal or capping of associated utilities on site.
- Installation of a new, elevated pre-cast concrete deck with light penetrating grating, self-service boat ramp at approximately the same location as the steel-rail launch. It will be supported by fourteen 12-inch steel piles with steel pile caps. The elevated ramp will extend approximately 122 feet from approximately +12 foot elev. and will end in a pile-supported recovery panel at approximately +1 foot elev.. It will tie into the existing uplands grade with a cast-in-place concrete approach above MHHW to provide a smooth transition to the asphalt drive. Armor rock and sheet pile will provide scour protection for the on-grade cast in place concrete. The armor rock will provide a transition area from the edge of ramp to the upper margin of the beach to ease pedestrian access across the ramp.
- Installation of a new paved site driveway, boat trailer staging areas, ADA accessible ramp, and drive lanes. Parking for 9 cars and 20 boat trailers will also be paved. Additional parking areas for 24 cars and 16 boat trailers will be constructed of reinforced grass which allows for stormwater infiltration. Additional potential overflow parking areas will be will be maintained as grass.
- Beach restoration in the northeast portion of the site after removal of existing concrete slabs will consist of planting native dune grasses and shrubs. An eagle perch will be installed in this area.
- A new, ADA accessible, pre-manufactured restroom (12'x14') building will be installed to replace the existing restroom which is not ADA accessible. The new facility is a vault-type requiring no water and no drain field. It will be located outside of the 200-foot minimum setback from MHW.
- Existing utilities 4-inches and larger will be removed and utilities smaller than 4-inches will be capped. A new water line for a lockable hose bib connection may be installed. Temporary irrigation may also be provided in landscaped areas to aid establishment of landscape plantings. New underground electrical lines will also be installed to provide lighting along some pathways, tie down areas, and at the restroom facility. All lighting will be downcast and shielded to alleviate glare.
- Other project features include installing landscaping consisting extensively of native plants and meeting Kitsap County requirements, and installation of a lockable gate (knox lock) at the driveway entrance, an historical and environmental education kiosk, a kayak/hand launch pathway, and an eagle perch all near the northeast end of the site,.
- A bioswale will be will be installed in the southeast corner of the site to provide stormwater treatment. The new parking area will drain to a small grass-lined swale and be directed to a bioswale treatment system via two new catch basins. Stormwater will enter the bioswale on the west end and exit from the east end via pipe that ties into the existing 10-inch CMP culvert under Point No Point Road to discharge into the existing ditch on the south side of the road. The ditch continues east through an unnamed channel in a field to another pipe that outfalls into Puget Sound south of Point No Point. Distance traveled is approximately one quarter mile.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The site is located at 8708 Point No Point Road NE, Hansville, WA 98340 approximately 10 miles north of Kingston. Section 15, Township 28, Range 2E (NE quarter of the NW quarter). See attached site plan with topographic information and vicinity map.

B. ENVIRONMENTAL ELEMENTS

1. **Earth**

a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other . . . . . .

☒ flat ☐ rolling ☐ hilly
☐ steep slopes ☐ mountainous ☐ other _____

b. What is the steepest slope on the site (approximate percent slope)?

The upland portion of the site is relatively flat. There is a mild grade leading down to the beach area. The slope is a maximum of 15%.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

The north end of the site consists of loose to medium dense sand to depths of about 20 feet beneath which was encountered dense to very dense glacially consolidated sand or sand with silt. The upland portion of the site also consists of loose sand to average depth of 5.5 feet beneath which it becomes medium dense between approximately 13-20 feet. At greater depths soils were found in a dense condition.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

No.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

Grading on site will be necessary for the bioswale, paved areas and either end of the concrete boat ramp.

Approximately 1,500 CY of cut above MHW will be exported from the site and 1,800 CY of crushed surfacing for base course will be imported into the site to be used under the paved surfaces. This includes excavation of the bioswale. Approximately 60 CY of armor rock will be placed above MHW for erosion control adjacent to the boat ramp. Approximately 20 CY of cut and fill will be required below MHW for the construction of the elevated boat ramp including the installation of pile caps and concrete panels and recovery panel. The Contractor will procure this material from an acceptable source per the construction specifications.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Though the site is generally flat, as with any construction site surface erosion is possible, however is not likely. Best Management Practices including Temporary Erosion and Sediment Control techniques will be exercised during construction.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Approximately 35.5 percent of the site will be impervious.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

To minimize erosion during construction BMPs such as straw wattles and filter fencing will be employed. The project will adhere to allowable seasonal earthwork windows as per Kitsap County code. After construction, all upland areas are to be landscaped or hydro-seeded. The elevated portion of the boat ramp below MHW will not be subjected to erosion. The on-grade portion above MHW will be protected with rip rap armor rock and sheet pile.

2. Air

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

No significant impacts to air quality are anticipated. Emissions from construction equipment will occur during the construction period. Some dust during grading activities may occur and if necessary will be controlled by sprinkling with water. Once constructed, a possible increase in traffic to the site may result in nominally increased automobile related emissions in the area.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

None known.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Contractor will be responsible for watering the site during construction as needed to control dust. Vehicle emissions will be controlled as required by law.

3. Water

a. Surface:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

Yes. The site is bounded to the north by Puget Sound. There are no wetlands on the project site, however there is a wetland located south of the site on the south side of Point No Point Road that drains to Puget Sound to the east via a channel leading to an outfall on the beach south of Point No Point.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Yes (see attached plans). In-water work includes removal of the existing steel-rail boat launch, wood dock, and associated timber piles (85-90) that will occur below the MHW mark. To remove the rails and piles in deeper water that cannot be reached from land, a small barge and excavator with thumb will be used to pull and/or break off the piles below the mudline. Installation of the new elevated concrete deck boat ramp will be accomplished using a vibratory hammer for driving the pile from a land based crane at low tide. There will be several features constructed above MHW and within 200 feet of the water. These include the on-grade approach ramp, paved drive lanes, sidewalk, parking, beach restoration, landscaping, and parts of the bioswale in the parking area. Installation of the approach ramp will be accomplished during low tide and all equipment will be staged upland.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

Approximately 20 CY of material will be excavated below MHW in order to place pile caps and the recovery panel. The sand material excavated will be used on site in the areas slated for beach restoration. No fill will be placed below MHW.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

None proposed.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

Yes. Per FEMA's FIRM Map for Kitsap County (panel 50 of 525) dated 2007, the entire site is within FEMA flood hazard zone AE.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No waste materials will be discharged to surface waters.

b. Ground:

1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

It is possible that groundwater may be encountered during trench excavation for utilities. If any is encountered, it will be pumped from the bottom of the excavation with a trash pump and disposed of on-site so it infiltrates into the sandy soil. No discharge to surface waters will occur.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

None proposed. Prior to removal, the existing septic systems will be pumped dry and any septage will be disposed of at a public facility as per regulations. The proposed restroom is a vault toilet that does not discharge to the ground. It will be pumped on a regular basis and disposed of at a public operated treatments works in accordance with regulatory requirements.

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

The proposed project will include regrading the site and installing areas of impervious pavement which will become a source of runoff. Designated overflow parking areas will be constructed of grass pervious pavers to minimize the amount of runoff from the site. A bioswale will be will be installed in the southeast corner of the site to provide treatment per the Kitsap County Stormwater Design Manual. Runoff will be initially directed to a constant inflow grass-lined swale located in the landscape area in the center of the parking area. This allows for pretreatment of runoff before it enters the bioswale via pipe under the drivelane. The bioswale design flow rate is 0.11 cfs. The conveyance system includes a grass-lined swale and inlet and outlet pipes. It is designed to handle the 100-year design flow rate. Stormwater will enter the bioswale on the west end via the inlet pipe and exit the east end allowing for settlement of any solids. Water discharge from the bioswale will be controlled with an outlet structure and tied into the existing 10-inch CMP culvert that runs under Point No Point Rd. After it flows under the road, it enters the existing ditch on the south side of the road. The ditch continues east becoming a channel and flows into another pipe that ultimately empties into Puget Sound south of Point No Point. Distance traveled from the site to discharge is approximately one quarter mile. This system not only exceeds the requirements of the Kitsap County Stormwater Design manual, it exceeds those of the Washington Department of Ecology's most current stormwater manual.

2) Could waste materials enter ground or surface waters? If so, generally describe.

After construction completion, no waste materials will be generated on site. During construction, the contractor will maintain his vehicles to avoid any accidental contamination (e.g. fuel, motor oil). Equipment on the beach will be staged above the tidal elevation. Pouring of concrete on site near the MHW mark will be minimized by the use of pre-cast panels to the extent possible. Concrete will be sufficiently cured prior to contact with surface waters. Cast in place concrete will be used elsewhere on site. The construction vehicle washdown area will not be near the shoreline and is proposed to occur near the entrance at the south end of the site.

Prior to demolition and removal of the existing drainfields and septic tanks, all systems will be pumped dry and septage disposed of at the public treatment works in accordance with regulations.

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

In addition to those measures described above, during construction, a temporary erosion and sediment control plan will be put in place and the contractor will follow Best Management Practices (BMPs) to control construction runoff impacts such as employing straw bales and filter fencing. Upon completion, the aforementioned bioswales will collect and treat runoff prior to discharge and impervious areas will allow for infiltration. More than half of the designated parking spaces will be constructed of pervious pavement to allow for increased infiltration.

4. **Plants**

a. Check or circle types of vegetation found on the site:

X deciduous tree: alder, maple, aspen, other
X evergreen tree: fir, cedar, pine, other
X shrubs
X grass
——— pasture
——— crop or grain
——— wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
X water plants: water lily, eelgrass, milfoil, other
X other types of vegetation: Ornamental garden plants

b. What kind and amount of vegetation will be removed or altered?

The upland portion of the site consists mostly of open lawn area that is frequently mowed and is dominated by mixed pasture grasses, fobs dandelion, clover, and other common species. There is a small flower garden and a cluster of trees in the yard east of the house including one that may be retained pending an arborist's recommendation. There is a cluster of trees in the southeast corner of which, two will be retained. The cluster of trees in the southwest corner contains the most mature trees on site and consists of a mix of deciduous and evergreen trees. Of these, four will likely be retained including one giant sequoia. Construction will eliminate most of the remaining vegetation; however, an extensive landscaping plan has been prepared.

The proposed work will not adversely affect any aquatic vegetation. Removal of the piles and steel rails near the eelgrass bed does not require contact with the substrate. Some silt will likely be stirred up immediately surrounding the pile during removal however; it is not anticipated to significantly impact the area. There is no significant vegetation in the tidal area where the elevated ramp will be installed. The nearest existing eelgrass point is over 40 feet away from the waterward end of the launch. The launch has been designed to be only used by boats smaller than 18 feet and when the tidal cycle is above +2 feet and higher to force boaters to avoid existing and potential eelgrass habitat during use of the launch. Users will be informed of these limits via signage to be posted both onsite and along Hansville Road and on the WDFW website.

c. List threatened or endangered species known to be on or near the site.

None known.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Certain existing mature trees will be retained in the southwest and southeast parts of the site as noted on the landscape plans. Approximately 54 percent of the site will be landscaped. Native plants will be used extensively throughout the site, and exclusively in areas such as the beach restoration. In addition to the required buffers for the drainage bioswale, building façade, and property separation areas, there will also be over 6,000 sf of frontage plantings, and 12,000 sf of pervious reinforced grass. Over 4,000sf of restored beach area will be planted with native dune grasses and shrubs to help stabilize the beach and encourage use of the site by shorebirds. The remaining

unpaved portions of the site will be planted with seed lawn.

Approximately 140 sf of eelgrass habitat will be reclaimed (direct and probable recovery) through the removal of the derelict piles, steel rails and cross-braces. As a result of its placement above MLLW, the proposed concrete boat ramp will not impact existing eelgrass areas and areas of probable colonization. The new benefit for eelgrass area is approximately 140 sf.

5. **Animals**

a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

Birds	☒ hawk	☒ heron	☒ eagle
	☒ songbirds	☒ other : woodpecker, swallows, killdeer	
Mammals	☒ deer	☐ bear	☐ elk
	☐ beaver	☒ other: river otter, raccoon, occasional harbor seal.	
Fish	☐ bass	☒ salmon	☒ trout
	☐ herring	☒ shellfish	
		☒ other: Pacific sand lance	

b. List any threatened or endangered species known to be on or near the site.

It is possible that three endangered species could be found near the project vicinity. They are: Southern resident orca (Orcinus orca), Humpback whale (Megaptera novaeangliae), and Leatherback turtle (Dermochelys coriacea). Orcas have been seen in the vicinity of Point No Point. Humpback whales are extremely unlikely to occur in the vicinity and were last recorded in the sound in 1999. Puget Sound is not considered part of their natural distribution area. The Washington region is also not considered part of the Leatherback turtle's natural habitat either, hence occurrence in this region is considered extremely rare.

It is possible that the following threatened species could be. These include Marbled murrelet (Brachyramphus marmoratus), Puget Sound Chinook salmon (Oncorhynchus tshawytscha), Hood Canal summer chum salmon (O. keta), Puget Sound steelhead trout (O. mykiss), Coastal-Puget Sound bull trout (Salvelinus confluentus), Steller sea lion (Eumetopias jubatus), Loggerhead sea turtle (Caretta caretta), Green sea turtle (Chelonia mydas) and Olive Ridley sea turtle (Lepidochelys olivacea). It is extremely unlikely that any of the sea turtle species would be found near the site. Additionally, though they have been de-listed, bald eagles have also been known to use the site for roosting.

c. Is the site part of a migration route? If so, explain.

The site is located on the Pacific flyway.

Salmonid use in the area is expected to be extensive during the juvenile salmon outmigration period. Point No Point is located in Admiralty Inlet near the mouth of Hood Canal; thus, Chinook salmon, summer chum salmon, steelhead trout, bull trout, along with other salmonids from a number of river basins within Hood Canal basin and Puget Sound, may use Point No Point. The listed Hood Canal summer chum salmon are known to use the area, and Puget Sound Chinook salmon, steelhead, and bull trout have access to Point No Point. The larger rivers within the Hood Canal basin with summer chum, Chinook salmon, steelhead, and/or bull trout include the Skokomish, Hamma Hamma, Duckabush, Dosewallips, and Quilcene river systems. The river basin closest to Point No Point that contains both Puget Sound Chinook salmon and Hood Canal summer chum salmon is the Quilcene River system, located roughly 45 miles south of Point No Point, draining to Quilcene Bay on Hood Canal. For purposes of this assessment the Quilcene River system is considered to be a representative source of Chinook salmon, summer chum

salmon, and steelhead that occur in the action area (WDFW and WWTIT 1994). The Skokomish River is considered a representative source of bull trout that may occur in the action area.

d. Proposed measures to preserve or enhance wildlife, if any:

Per the attached Biological Evaluation (Pentec, 2009), the project includes offsite mitigation involving beach restoration, and monitoring of both the mitigation site and the project site.

An eelgrass monitoring plan will be implemented which will monitor the eelgrass following project construction for comparison with the pre-project macrovegetation survey and a vegetated reference area outside of project influence. This portion of the monitoring program will be important to document any changes to the existing eelgrass in the vicinity of the proposed boat launch and to compare these differences to regional eelgrass variability. Attributing differences in eelgrass coverage over time, either to project effects or to stochastic change, will be important for implementing appropriate adaptive management measures.

Finally, a forage fish monitoring and mitigation plan will be implemented to document forage fish use of the upper beach as spawning habitat as well as to mitigate for unavoidable project impacts to this perceived spawning habitat by the footprint and area of impact of the proposed launch. This includes a proposed offsite beach restoration which consists of a bulkhead removal and beach enhancement specifically proposed to create habitat suitable for forage fish spawning. This off-site enhanced beach also will be monitored for forage fish spawning activity to determine how successful the mitigation action performs. In addition to this, forage spawning surveys will be conducted at the project site to specifically quantify the importance of the Point No Point beach face as spawning habitat and how the presence of the proposed boat launch may modify this function. As part of the integrated adaptive management program designed for this project, we plan to integrate results from the Point No Point beach monitoring program and the on-site forage fish spawning monitoring program to fine tune future mitigation requirements and performance criteria to optimize mitigation performance.

The project design also incorporates several features beneficial to wildlife. Light penetrating grating elements incorporated into the raised concrete deck of the boat ramp adhere to fish-friendly design practices. Through this proposed work and previous efforts within the project area, a total of 7,228 sf of benthic shading will have been eliminated by the removal of derelict pier and deck elements and the proposed removal of the steel-rail launch system, remaining wood dock, and associated cross members resulting in a net benefit of 5,243 sf of shaded benthos reclaimed. To alleviate the impacts on littoral drift, a typical on-grade launch was rejected and replaced with a raised concrete deck. As part of this revision, most of the on-grade portion of the access ramp has been replaced with elevated concrete deck. This design allows for free movement of water and sediment beneath the structure by moving the first occurrence of on-grade structure further from the water to approximately +12 feet elevation. An eagle perch will be installed near the beach to encourage roosting for bald eagles and other raptors.

The existing steel-rail launch currently extends over 300 feet into Puget Sound with the northernmost end encroaching into an eelgrass bed. Its removal will open that area up to revegetate. Eelgrass provides juvenile salmon with shelter and is ideal habitat for feeding. The shading resulting from the proposed raised concrete deck ramp being located between +11 and MLLW, will generally not impact any areas associated with juvenile salmonid movement nor eelgrass. The launch has been designed to be only used by boats 18 feet or less and when the tidal cycle is above +2 feet and higher to force boaters to avoid eelgrass habitat during use of the launch. Users will be informed of these limits via signage to be posted both onsite and along Hansville Road and on the WDFW website.

Removal of the existing nearshore concrete slabs will allow for plantings to enhance shoreside habitat. The cluster of trees at the southwest end of the site will be mostly retained.

6. **Energy and natural resources**

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Electricity will be used for onsite lighting of pathways, tie down areas, restroom and the driveway entrance. There will be no other structures requiring energy at full build out.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No. No new structures on site will be tall enough to potentially affect neighboring solar energy users.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

Removal of the existing buildings and RV hook ups will greatly reduce the amount of energy used by the site. Lighting will be minimized to the extent possible and equipped with timers to shut off some lighting when the facility is not in use. For security purposes, lighting of some areas of the site will remain on during darkness hours.

7. **Environmental health**

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

There are limited items currently on the site that are known health hazards and will require adhering to certain safety measures during demolition and removal. Such items include: septic tanks, asbestos and lead-containing paint within existing upland structures, and creosote timber piles. Contractor will be responsible for following requirements for safe handling, removal and disposal. During construction, precast concrete panels will be utilized to the extent possible in order to minimize pouring of concrete on site. No other hazards beyond typical vehicle and equipment fluids are expected. Contractor will be required to have a spill prevention kit on site, and inspect and maintain vehicles in good repair.

1) Describe special emergency services that might be required.

No unusual emergency services needs are anticipated beyond standard service provided by EMS, police and fire.

2) Proposed measures to reduce or control environmental health hazards, if any:

Existing septic tanks and drainfield pipes will be pumped dry prior to demolition and removal. Septage will be disposed of at the public operated treatment works in accordance with regulations. Safety precautions necessary for safe handling and removal of hazardous materials will be adhered to as prescribed. All materials will be disposed of as required by law. In order to minimize mass migration of pests and potential impacts to neighboring properties, existing structures on site will be serviced by a licensed pest exterminator prior to demolition.

b. **Noise**

1) What types of noise exists in the area which may affect your project (for example: traffic, equipment, operation, other)? None known that would affect the project. Offshore vessel and upland passenger vehicle traffic may be audible as well as other internal combustion engine-powered tools typically used in residential areas.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

During construction, noise levels in the general vicinity may increase due to pile driving activity, construction vehicle motors, and the possible use of diesel generators. Construction work hours will be restricted per Kitsap County requirements.

Upon project completion, some additional noise from boat motors at the launch may occur, however, limitations at the site only allow for smaller craft to be launched (less than 18 feet). These smaller vessels typical have smaller, quieter motors so any noise level impacts should be negligible. Due to the limited hours of operation at the site, any additional noise would be limited to daylight hours.

3) Proposed measures to reduce or control noise impacts, if any:

During construction, hours of activity will be limited to the hours allowable per Kitsap County ordinances. Upon project completion, the facility hours of operation will be limited to hours of daylight.

8. Land and shoreline use

a. What is the current use of the site and adjacent properties?

The site has served the boating community since the 1920s when the steel-rail launch was constructed. It was a seaside resort with rentable cabins, a very active boat launch, and RV sites since the 1950s. Currently, the large boat building is used for storage, the house is inhabited, and the restrooms are operational as are most of the RV hook-ups. The cabins were in use as recently as 2007 and the steel-rail boat launch was very active until it was closed in November 2001. WDFW purchased the property in 1997 with the intent of restoring boat launching capabilities to the site in keeping with Hansville's rich sport fishing history and current desires expressed by the local boating community. Most recent recreational use has been limited to beach access and small craft hand launching (such as kayaks and dinghies) due to loss of use of the steel-rail launch.

There are two properties immediately across the road to the south. One is a large single-family parcel and the other is an unimproved parcel owned by Kitsap County. The properties located to the east and west are single-family residences some of which may be second homes.

b. Has the site been used for agriculture? If so, describe.

No

c. Describe any structures on the site.

There are 10 wood-frame structures on the site including 7 small cabins, 1 single-family (SF) house, 1 large boat storage building, and a restroom facility. Of these structures, the large storage building, restrooms and main house are in use as well as septic systems and utility lines. There is also a partially buried concrete bait pond, overhead boat lift, 300-foot long steel-rail boat launch and small wood dock supported on creosote timber piles that have been out of commission for several years.

d. Will any structures be demolished? If so, what?

This project includes demolition and removal of all structures listed above including the 300+-foot steel-rail boat launch, wood dock, partially buried concrete bait pond, overhead boatlift, septic systems, utility lines, and timber creosote piles.

e. What is the current zoning classification of the site?

The site is zoned Park.

f. What is the current comprehensive plan designation of the site?

Public Facility.

g. If applicable, what is the current shoreline master program designation of the site?

Semi-Rural.

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

The beach area of the site is considered Puget Sound Nearshore Habitat which is listed as a priority habitat by WDFW. NOAA has listed the area critical habitat for the southern resident orca, chinook salmon, and the Hood Canal summer chum salmon. USFWS listed the area as critical habitat for bull trout.

i. Approximately how many people would reside or work in the completed project?

When the project is completed, no residences will remain. It is anticipated that WDFW will not have an on-site designated employee, but will be maintained by their regional maintenance and enforcement staff.

j. Approximately how many people would the completed project displace?

There is one residence with two inhabitants currently residing on property through a lease agreement with WDFW. Two RV sites have been rented continuously for numerous years however, as a resort, the RV rentals are viewed as temporary in nature.

k. Proposed measures to avoid or reduce displacement impacts, if any:

When the property was sold in 1997, the tenants were made aware of the possible future uses of the site. They will have to relocate prior to start of work and have been kept abreast of project status as the site planning proceeds. Once it is determined, ample notice of the vacation deadline will be provided.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

Historically, the site has been a very active boat launch and a popular feature in the Hansville community as well as the sport fishing community beyond. Kitsap County's Comprehensive Plan includes this property as a Public Facility. This project will specifically enhance the site as a public facility by improving access, function, and environmental soundness through better parking, ADA accessibility, safe recreational boat launching, environmentally sound restrooms, beach restoration, and stormwater handling, and removal of failing and contaminated structures such as creosote timber piles. The Hansville community has expressed support of the project throughout the planning process.

9. **Housing**

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

None.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

One middle income rental house would be eliminated.

c. Proposed measures to reduce or control housing impacts, if any:

None. The current tenant is the previous owner of the site and was retained as caretaker by WDFW with the understanding that this would be until the site was improved.

10. **Aesthetics**

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The tallest structure proposed for the site is the pre-fabricated vault toilet. The roof peak measures 12 feet at its highest point. The two vent pipes are 15 feet at their highest. The exterior of the building is formed concrete with lap siding.

b. What views in the immediate vicinity would be altered or obstructed?

Views across the site from all directions will be altered and improved by removing all of the existing structures. The proposed elevated boat ramp will rise no higher than approximately 2-feet 6-inches above existing grade at its highest point. The average height of the elevated boat ramp will be approximately 1-foot above existing grade. The low profile design of this structure was developed in part to not impede views while still allowing for littoral drift beneath. It also does not extend into the water as far as the existing steel-rail launch currently does so views across the water will not be impeded. Landscape plantings in areas that could potentially impact neighboring views will be determined with consideration to their growth habits as well as their suitability to the site's marine environment.

c. Proposed measures to reduce or control aesthetic impacts, if any:

In order to further improve the site aesthetically, landscaped areas will be provided as noted on the attached plans. The bioswale will be planted to the extent possible, and remaining open spaces will be seeded and maintained as lawn areas. A separation buffer, as required by Kitsap County, is included in the landscape plan and will provide some screening from the neighboring properties to the east and west. Frontage improvements include a planted buffer on the south side that will still allow visual access into the site for security reasons. The proposed restroom location has been revised to be both further from the property line and from the neighboring house.

11. **Light and glare**

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

The site will be in use only during daylight hours, so lighting will be minimal to enable late returning boaters to come in and tie down their boats before leaving and as a security measure to discourage vandalism and use of the park after hours of operation. The project may include lighting along some pathways, tie down areas, and at the restroom facility. All lighting will be downcast and shielded to alleviate glare to neighboring properties.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

Not likely. The lighting will enhance public safety on the site in the evening. Use of downcasting and hooded light fixtures will minimize any impacts to views. On site lighting will not interfere with maritime vessel navigation.

c. What existing off-site sources of light or glare may affect your proposal?

None known.

d. Proposed measures to reduce or control light and glare impacts, if any:

Lighting will only be provided at certain locations on site; near the tie down area, the restrooms and pathway. These locations are the minimum necessary to provide for public safety. Use of downcasting and hooded light fixtures will minimize any impacts to view corridors.

12. **Recreation**

a. What designated and informal recreational opportunities are in the immediate vicinity?

The site has been used for recreational boating since at least the 1920s. Per records kept by the previous owner, Vic Nelson, the number of boats launched from the site annually between 1992 and 1996 varied from 1,124 to 4,277. When fishing restrictions were more heavily imposed in the mid-1990s, the number of users dropped dramatically. It was an active boat launch up until November 2001 when the steel-rail launch was closed for safety reasons. WDFW's intent when purchasing the site was to restore its use as an active boat launch. Cabin rentals were available until 2008 and the existing RV sites are still in use. More passive recreation such as beach walking and bird watching also occur on site.

In addition to the site itself, which is also used for public access to marine waters and beach, Point No Point Lighthouse Park is located approximately 0.2 miles east of the site. That site is owned by Kitsap County and has picnic areas, beach access, and offers tours of the historic lighthouse.

b. Would the proposed project displace any existing recreational uses? If so, describe.

No. The proposed project will improve recreational use of the site by providing safe boat launching facilities and additional designated parking.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

No negative impacts are expected. In fact, improvements to recreational opportunities on the site are anticipated due to the addition of a new ADA accessible boat launch facility, ADA restrooms, restored beach area, and additional parking.

13. **Historic and cultural preservation**

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

The Department of Archaeology and Historic Preservation has reviewed the site and no structures have been deemed historically significant.

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

There are no registered landmarks or evidence of historic, archaeological, scientific, or cultural importance on site. However, as documented by the Suquamish Tribe, there was a waterfront tribal village (Challicum) in the vicinity as recently as the late 1800s, but based on historic maps the shoreline was historically much further inland (approximately where the wetland is across the street today). It is therefore possible that site grading work nearer to Hansville Road may reveal tribal artifacts.

The Point No Point Light Station located 0.2 miles to the east is on the National Registry.

c. Proposed measures to reduce or control impacts, if any:

No impacts are anticipated. However, an Archaeological Site Review will be conducted by WDFW Archaeology staff and a representative from the Suquamish Tribe in order for WDFW to prepare a formal Archaeological Construction Monitoring Plan. This plan will be prepared with input from the Suquamish Tribe prior to construction commencement. An archaeologist will be on site during construction.

14. **Transportation**

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

The site is approximately 10 miles from the Kingston Ferry landing. Access to the site will remain off of Point No Point Road NE and the driveway location will be nearly identical. See vicinity map on plans.

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

No. The nearest transit stop is 7.6 miles to the south at George's Corner Park and Ride at Hansville Road and State Route 104 in Kingston, WA.

c. How many parking spaces would the completed project have? How many would the project eliminate?

The current site has 19 designated spaces for RVs and associated non-delineated space for other vehicles which would be eliminated. The proposed project includes a total of 69 designated parking spaces comprised of: 33 vehicle only spaces, and 36 boat trailer and vehicle spaces. Some spaces are paved while others are pervious, reinforced grass. In addition to designated parking, an overflow parking area capable of holding approximately 30 non-trailer vehicles has been provided in the southeast part of the site north of the bioswale. A curbcut is provided from the drive lane at the southeast curve to access the grass. Except during anticipated high-used days this curbcut will be roped/chained off. This overflow parking area will be maintained as grass and use will only be for non-trailered vehicles. The parking needs will be adequately met based on the user counts outlined in item (f) below.

Many states have published guidelines and/or recommendations for boat launch design and requirements. These documents typically include parking space numbers relative to the number of boat launch lanes. The state of Washington does not have such a publication, but California and Oregon do. Per the California Department of Boating and Waterways Boating Facility Division's "Layout, Design and Construction Handbook for Small Craft Boat Launching Facilities" (March 1991, pg. 35), "The typical minimum parking requirement per launching lane is

20-30 car/trailer spaces." Per the Oregon Marine Board's "Layout and Design Guidelines for Recreational Boating Facilities" (Revised March 2003, pg. 118), the number of boat trailer spaces for a one lane launch is 30 spaces. The parking space allotment for the proposed Point No Point facility of 36 designated boat trailer spaces, 33 designated non-trailer spaces, and 30 non-designated overflow spaces exceeds these recommendations.

As is standard at all WDFW facilities, a valid WDFW Vehicle Use Permit (parking pass) will be required to park on site. These passes are issued with all fishing and hunting licenses obtained through WDFW and may be purchased independent of these licenses as well. Parking regulations will be clearly posted onsite and non-compliant vehicles can be issued a fine by WDFW. During the initial phase of operation of the completed facility, WDFW enforcement personnel will make regular site visits to enforce these parking regulations in order to educate users acclimatize them to the permit system. Frequency of parking enforcement visits will transition to "maintenance level" enforcement as site use becomes more established.

There is also head-in parking for approximately 20 vehicles located just outside of the fence near the southern property line. These spaces have been signed by Kitsap County as designated for the Point No Point Lighthouse Park. They are situated partially on the project site and partially in the public right-of-way. WDFW proposes to allow these spaces to remain as they are and hence has not included them in the parking discussions presented within this document.

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

No. Improvements are limited to on-site only.

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

No.

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

This site has historically been used to lunch small boats via rail launch system however, it has been inactive for some time so current traffic numbers are not applicable. To best project trips per day likely to be generated by the redeveloped site, data collected from other WDFW-owned boat launch facilities within Fishing Area 9 was used. Boaters tend to launch near to the fishing area they want to target and Point No Point is within Area 9. Eglon and Kingston launches are near Area 9. Area 9 includes all waters from Pt. Wilson/Admiralty Inlet south on the Westside of Whidbey Island.

Another significant factor that influences the data used aside from location is changes in fishing regulations since the early 1990s, especially regarding Chinook salmon. The Chinook fishing season was non-restricted prior to 1994, so data prior to that was not used for this projection. Only limited restrictions were implemented from 1994 thru 2006, so this data was not used either. The mark-selective fishing restrictions in place today were implemented in 2007 so data from 2007 forward would be most accurately applied for this projection and has been used (mark-selective fishing limits retainable fish to those marked hatchery reared fish that are caught). Since data from Point No Point was not available for later than 1996, data from Eglon and Kingston launches was used. (KK – please you or Penny check that my logic and timing is right on the restrictions)

The data from Eglon and Kingston is based on actual survey data conducted on the water during mark-selective Chinook season between July 16-July 31 in 2007 and 2008 (KK – is the timing typically chosen to avoid July 4th holiday?). The Eglon facility is closest to Hansville, is a single lane ramp with limited parking, and is usable only above +3' to +4' tides. Kingston is a two-lane ramp with ample parking and is usable at all tides except the most extreme minus tides. Comparatively speaking, the Point No Point launch will have better parking than Eglon but will have one less launch lane than Kingston and it is more tidally restricted than both Eglon and Kingston. Given these factors we project its usage to fall somewhere between the Eglon and Kingston data (see table below). According to the data, the highest number of boats per day counted was 23 for a weekend in 2007. The Point No Point site is designed to more than adequately accommodate this number of vehicles.

		2007			2008		
Ramp	**Stratum**	**Boats**	**Days Open**	**Boats/day**	**Boats**	**Days Open**	**Boats/day**
Eglon (1- lane)	Mon-Thu	60	10	6	48	18	2.7
	Fri-Sun	53	6	8.8	26	12	2.2
	Total	113	16	7.1	74	30	2.5
Kingston (2-lane)	Mon-Thu	213	10	21.3	131	18	7.3
	Fri-Sun	139	6	23	262	12	21.8
	Total	352	16	22	393	30	13.1

In order to project launch counts in the unlikely event that mark-selective fishing restrictions are lifted,, boat launch records from the Kingston and Eglon ramps from 2002-2006, were used.Between 2002 and 2006 (prior to the mark selective restrictions) there were a total of 66,000 angler trips per year for all of Area 9 with 72 percent (47,520) of those trips occurring in July, August and September. Eglon launch typically sees approximately ½ of 1 percent of the summer peak (237.6) and Kingston sees approximately 5 percent (2,376). For the same reasons explained above (especially tidal restrictions) it is anticipated that the proposed project would see 1 to 2 percent or 475.2 to 950.4 trips. Estimating 13 weekends per that three-month peak season, the average would be approximately 36.6 to 73.1 boats per weekend (Friday, Saturday, and Sunday) or 12.2 to 24.4 boats per day. These numbers show the average of low and peak weekends. It is possible that extreme peak volumes may occur with seasonal fishery openings (a limited number of times per year) and may bring more boaters than projected, perhaps as high as 60 on an opening day. However, historic user numbers at the Eglon (1 lane launch) and Kingston (2 lane launch) boat launches show usage peaks for 2008 of 2.7 and 21.8 boats/day respectively so it is not likely that Point No Point would see numbers higher than the 21.8 shown at Kingston. Use of this site for launching boats will be very tide-dependant which is likely to prevent large numbers of boaters from queuing up risking missing the tidal opportunity to launch. The site includes parking for 36 vehicles with boat trailers and 33 additional non-boat-related vehicles. As detailed in 14.c above, there is also overflow parking available on the grassy areas for trailer-free vehicles.

g. Proposed measures to reduce or control transportation impacts, if any:

Using records of the numbers of boats launched to extrapolate traffic use to the site, it is anticipated that traffic will not increase beyond historic numbers. This is due to tide-related launch restrictions, the somewhat obscure location of the site, and limited fishery openings. In anticipation of possible high use days such as opening weekends, the site has been designed to provide an on-site stacking area for vehicles waiting to use the launch. The design includes queuing room for up to 10 vehicles trailering boats. This will alleviate boat trailer traffic backing up on Point No Point Road. A pass-thru lane is provided for vehicles without boats to by-pass the launching queue, enter the site and park. This lane may also be used by users with trailers who might decide to leave the site instead of waiting in the queue to launch. For parking information, also see response to (f) above. In anticipation of these numbers, the site was designed to handle these peaks with ample parking provided on site. In order to discourage parking on the site by anyone other than users of the WDFW site (such as Lighthouse Park users), parking regulations and possession of the WDFW parking permit will be enforced as described in item (c) above.

In the event that the site gate is locked when a vehicle with a trailer arrives, the fence alignment will be set away from the driveway and the driveway section will include a widened gravel shoulder at the entrance to assist using the entry area as a turn-around.

15. **Public services**

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

The proposed project is not expected to affect the need for public services. WDFW will provide additional enforcement personnel on a rotating basis and during anticipated heavy use days as needed. WDFW enforcement personnel have the authority to fine violators and/or expel them from the property. WDFW enforcement can be accessed through the existing 9-1-1 system or local law enforcement dispatch. Emergency contact information will be posted on site.

b. Proposed measures to reduce or control direct impacts on public services, if any.

No direct impacts to public services are anticipated however, several measures will be employed to avoid potential impacts. It is anticipated that the rotating presence of WDFW enforcement personnel will discourage use of the site for other than intended purposes. The site will be fenced on three sides and the gate available in case of necessary closure. Use of non-screening fence will keep the site clearly visible to drive-by patrols and watchful neighbors to observe and report any suspicious or unsavory activity. Adjacent private property will be clearly delineated.

No fires will be allowed anywhere on the site.

16. **Utilities**

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

☒ electricity	☐ natural gas	☒ water
☒ refuse service	☒ telephone	☐ sanitary sewer
☒ septic system	☒ other: Cable is available in the area, but the site is not currently served.	

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Water service will be required for a lockable hose bib and will continue to be provided by Kitsap Public Utility District No. 1. Connection can be maintained at the current stub from Point No Point Road.

Puget Sound Energy currently provides power to the site. New underground electrical lines will be required for lighting at the tie down areas, restroom facility and pathway and will be connected to the existing service pole.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: Kristen Kuykendall

Printed Name: Kristen Kuykendall

Date Submitted: 4/19/2010